



The China Mail.

ESTABLISHED 1845

NOTES ON WILD
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AND SOUTH CHINA
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號八月四年四十一百九千一第

HONGKONG, WEDNESDAY, APRIL 8, 1914.

庚申年三月廿四日

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REVIEW.

Sell's "World's Press."

In the foreword to the 1914 edition of Sell's "World's Press" the publishers state that in this issue an endeavour has been made to produce a volume which shall justify its title of "The Handbook of the Fourth Estate." A casual glance only at the volume is needed to convince one that the object of the compilers has been fully attained. Not only is the work one of the most complete and convenient of reference books to the newspapers of the world, as well as news-agencies and special correspondents' articles and literary agencies, but an editorial section is included containing articles of great interest to all connected, directly or indirectly, with the Press. A subject which especially appeals to Far Eastern readers is dealt with by Mr. W. Sheldon Ridge, B.A., M.B.A.S., Editor of the China "National Review" in "China's Press in the Far East." In the course of Mr. Ridge's remarks, the great part played by the Chinese newspapers in preparing the country for the Revolution and the influence of the foreign newspaper Press in China has been set out of all proportion to its circulation, and as time goes on the weight of that influence compared with the Chinese Press, must become smaller, for the Chinese Press, following in the footsteps of the British, Continental or American traditions, is building up a tradition and a worthy tradition of its own and must ultimately become a breakfast table necessity to millions of readers; whilst the foreign Press can only reach a few thousands.

WHICH-WAY-ROUND SKIRT?

Problem of Fashion.

When women set out to buy their spring costumes this season they will have to secure the services of an expert on how to wear them.

This new problem has arisen through the draped or tunic skirt, and its lines are so intricate that it is difficult to know which is the back and which the front of the garment. With all manner of puffs and drappings the newest skirt is regarded as a Chinese puzzle—once it is on, women can only conjecture whether the line is right or wrong.

A newspaper representative inspected a skirt in a fashionable Oxford Street show-room, recently. No satisfactory reply could be obtained as to which was the front; the garment looked equally well any way round.

"Women come and select their costumes," said the manager, "and if the length of the skirt is all right they don't care to try it on. Next day, however, they come back to see which is the right way round. Sometimes we are puzzled as they are; but the question is settled after a conference or demonstration."

"Two dresses in one."

Even in dresses in which the sleeves are long and straight and the back of the neck is as low as the front it is some times difficult to tell which is the front of the garment.

"Now there are no waists the dress can be worn as its wearer chooses."

The Which-way-round problem, however, has its compensations, as Miss Marie Terpest, the best-dressed woman on the London stage, and therefore an authority, discovered at the Playhouse. One night she appeared in the approved fashionable manner, and on the following evening she turned the skirt round, thus appearing to have an entirely different garment. "Two dresses in one" will no doubt be the future observation of the onlooker when passing his gaze.

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8 A.M. HEUNGSHAN. 8 A.M. KINSHAN.
10 P.M. KINSHAN. 5 P.M. HONAM.

THURSDAY, 9th APRIL.
8 A.M. HONAM. 8 A.M. HEUNGSHAN.
10 P.M. HEUNGSHAN. 5 P.M. KINSHAN.

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Commencing from April 1st the Saloon passage rates by the Company's Steamers will be reduced to:-

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Hongkong, April 1, 1914.

1300

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A LA CARTE GRILL ROOM.

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who are well-known in society and of
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time from Japan! The reader is apt at
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that the East has now become Western
practically almost to the last detail. But
'Who's Who in Japan' is far more than
a curiosity. It is a very sound and useful
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his work well."

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10.00 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 15 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes
2.15 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 8.10 p.m. Every 15 minutes

8.10 p.m. and 9 p.m., 9.30 p.m. to 11.00
p.m. every half hour.

11.00 p.m. to 11.45 p.m. every quarter of
an hour.

SUNDAYS.
6.00 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12.00 p.m. Every 15 minutes
12.00 p.m. to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 6.00 p.m. Every 10 minutes
6.00 p.m. to 7.00 p.m. Every 15 minutes
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General Managers

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CHILDREN'S PHOTOS

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FOR BREAD

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FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1913.

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Please Order Early.

For the convenience of our many customers the first lot will be available
after 5 p.m. Thursday 9th; the second lot at 5 a.m. on Gold Friday, April 10th.

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THE KWONG HIP LUNG CO., LTD.

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Estimates furnished on application. WONG PING WA, Manager.

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METRION HONGKONG.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

SATURDAY,

the 11th April, 1914, commencing at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street.

SEVERAL CASES MERCHANDISE, comprising:

Biscuit Jars, Cans and Sauce, Dishes, Beer Mugs, Trays, Tea Sets, Vases, Jugs, Water Bottles, Brackets and Brass Umbrella Stands, Jardinieres, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 8, 1914. 434

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

THURSDAY,

the 9th April, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street.

A NUMBER OF PAIRS OF LADIES' AND GENTS' BOOTS AND SHOES.

A Few Lots of CHOICE PERFUME AND SUNDRY GOODS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 4, 1914. 432

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

THURSDAY,

the 8th April, 1914, at 11 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street.

A CONSIGNMENT OF NEW SEWING MACHINES.

Complete with all fittings, tools, &c., by well known makers.

Including Machines for family use and industrial purposes.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 7, 1914. 440

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

WEDNESDAY,

the 16th April, 1914, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street.

A QUANTITY OF VALUABLE TEAKWOOD AND PLYWOOD FURNITURE.

As follows:—

TEAKWOOD—Upholstered Drawing Room Suites, Arm chairs and Sofas, Carpets and Rugs, Brass and Brass-mounted Bedsteads, Bureaus, Wardrobes, Washstands, &c., Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., &c., Dinner and Dessert Services, Crockery, Glass Ware, Cooing Stoves, Kitchen Utensils, Cutlery, &c., &c., &c.

Two New Rickshaws, Three Lads' and Gents' Carrying Chairs, Five Pianos, One Lady's Saloon Ride, Blackwood Overmantel, Old Chinese Blackwood Cabinets, 1 Desk, 1 pair Old Bone Figures, Electric Reading Lamp, &c., 1 Marble Clock, One Safe, American Ice Chest, 1 Typewriter, Barograph, 3 Ceiling Fans, Copper Boiler, &c.

Catalogues will be issued.

TERMS:—As usual.

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Hongkong, April 7, 1914. 443

AUCTIONS.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction

SATURDAY,

the 11th April, 1914, at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of, Ice House Street.

TWO SECOND HAND HARDWOOD LIGHTERS

each 100 Tons.

Length.....79ft. Sin.
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Complete with hatch, fittings, etc., including one 4 cwt. Anchor and 60 fathoms (in. Chain, and Sewt. Anchor and 60 fathoms (in. Chain.

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BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

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Hongkong, Feb. 3, 1912. 298

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A.B.C. Code 5th Ed.

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Apply to Mrs F. W. WATTS,

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SYSTEMS: French, French or Standard.

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NATURAL MINERAL WATER
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VICHY CELESTINS
is bottled and the kidneys and kindred troubles, bladder
half bottle trouble—Gout—Gravel—Arthritis
VICHY GRANDE-GRILLE For Liver trouble
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME OF SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters.—In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

RUGBY FOOTBALL AT HOME

HOSPITAL CUP FINAL.

London, V. St. Bartholomew's.

(By Major Philip Trevor in the

"Daily Telegraph" of March 13.)

London Hospital, 10 points; Bart's, 0.

By two goals and two tries to nothing.

London beat "Bart's" yesterday

afternoon at Richmond, and thus became

the champions for the year 1914. Their suc-

cess in this game had, of course, been

anticipated, and such surprise as there

was came from the comparative small-

ness of the victory. Every unprejudiced

spectator who watched the play must

have felt much sympathy with the hard-

working pack of forwards who were de-

termined to be on the losing side. In no

respect was it a very scientific match;

but keen tackling, desperate scrambling;

and much spilling are all in accord-

ance with precedent where a Hospital

Cup tie is concerned.

For all that, the "Bart's" forwards

did much that was intrinsically good,

and their very creditable performance

was not confined to the excellence of

some of their rushes. They often than

not got the ball in the tight scrummages,

and consequently the men in their back

division should have been able to show

the public what they could do in attack.

Very unfortunately—as it seemed to many

good judges of the game—they were never

given a reasonable chance of doing so.

Their stand-off half-back at times did

neat and clever things as an individual,

but he certainly presumed over much

upon the success of these efforts. Get-

ting through on occasions cleverly, he

was not content to beat merely one or

two opponents, but the attempt to beat

a third or a fourth nearly always brought

nothing what should have been a pro-

mitting movement. At times, too, he was

content merely to gain ground by kicking,

and so it came about that, despite much

excellent preliminary work, the beaten

team never looked really likely to score

—or, at any rate, to score by try getting,

for two or three times they were in a

position to get penalty goals had they

possessed a very fine place-kicker.

It may be that the stand-off half-back

was playing to order; but Rugby football

is essentially a game in which the exist-

ing situation should dominate the tactics

employed, and, as that is so, it practically

follows that the men in the "Bart's"

three-quarter line ought to have been

better trained. The keen, strong work

of the "Bart's" forwards was at once

observable when the match began at a

quarter-past three, and it was some time

before the eventual winners instituted

anything like a dangerous attack. Play,

indeed, had lasted a quarter of an hour

before Watson, taking a return pass from

Stewart, made a judicious cross kick.

Rowland dashed up, gathered the ball,

and got a try. Atkinson had no difficulty

in kicking a goal, and six minutes later

came a rather unexpected addition to the

winning total of points. "Bart's" were

attacking at the time, and it was in his

own twenty-five that Watson intercepted

a pass. He made a fine and a long in-

dividual run, and he had just succeeded

in crossing the goal line near the corner

flag, when he was caught.

London led at half-time by 8 points to

nothing, and, though the wind was

against them when play in the second

half began, the "Bart's" forwards were

as indomitable as ever. That at this

stage of the proceedings they showed

great combination as a pack it would not

be true to say, but they did succeed ex-

ceedingly well in playing a spoiling game,

and nearly half an hour passed ere there

was any more scoring. At last, however,

there was a strong attack by the London

men, and, as the result of a little hand-

to-hand passing near the goal-line, At-

kinson got a try which was not converted.

It seemed as if an 11-point victory was

to be the result of the match, but in the

last minute Watson was given the ball at

the half-way line. He made a wonder-

ful individual run, and, though twice or

three times half-tackled, he succeeded in

beating the defence and scoring between

the posts. Atkinson only kicked a goal,

and, when he had done so, Mr. E. W.

Carter blew the whistle for "no time."

As the day was fine, the ball dry, and

the fog off, something bright and

clear.

It was a good, solid, well-played game.

Table of the game with scores and names

of the players.

more open in the way of Rugby football

than was seen in this match had with

good reason been expected. It was not

by any means a great game, Watson,

of course, had a great deal to do with

the victory that was won, and as an

individual player he was a pronounced

success. It is, however, only fair to say

that he could have treated Stewart (his

wing player) more indulgently. Once,

indeed, what looked to be a certain try

was thrown away

Bottled History

is a phrase that can truthfully be applied to

JOHNNIE WALKER

Every bottle sold to-day has been maturing during the past six, ten or twelve years as follows:

JOHNNIE WALKER,
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JOHNNIE WALKER,
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Guaranteed same Quality throughout the World.

To safeguard these facts our policy for the future is the policy of the past. First, we must see that the quality of our Scotch Whisky is always of the highest quality to maintain our reputation for quality.

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PERRIN COOPER & CO. TIENTSIN
THE HANKOW DISPENSARY
L. T. H. K. W. W.
SIEMSEN & CO. HONG KONG
JOHN WALKER & SONS, LTD.
Scotch Whisky Distillers
Glasgow & London, etc.



Johnnie Walker
"Black" Label
Over 12 years old

TO LET

TO LET

"LA HACIENDA E", No. 74, Mount Kellett Road.
Apply CHATER & M'DY,
No. 5, Queen's Road Central.
Hongkong, April 2, 1914. 415

TO LET

FROM APRIL 1ST.
THE FIRST FLOOR of No. 25, Des Vieux Road, Central, Suitable for Offices. Rooms can be let separately.
Apply-DRAGON CYCLE CO.
Hongkong, April 2, 1914. 416

TO LET

NO. 7, MOUNTAIN VIEW, Peak. Five Rooms, Unfurnished. Cool position. Finest Views.
DENNIS & BOWLEY.
Hongkong, March 30, 1914. 399

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OFFICES in King's Building.
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, Jan. 13, 1914. 862

TO LET

UNFURNISHED, 4, Morrison Hill, containing 8 Rooms, with usual servants' accommodation.
For further particulars, Apply Property Office, JARDINE, MATHESON & Co., Ltd.
Hongkong, April 4, 1914. 421

TO LET

FROM 1ST MAY, 1914.
NO. 5, "AIMAI VILLAS", Austin Avenue, Kowloon.
Apply to: PATELL & CO.,
79 Wyndham Street.
Hongkong, April 2, 1914. 254

TO LET

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.
SHOP with Godown attached, NATHAN ROAD, Kowloon.
Kowloon Marine Lot No. 48 with Wharf, WINDSOR LODGE, Kimberley Road, Kowloon, 6 rooms and Tennis court.
NO. 3 MINDEN VILLAS.
FLATS in Nathan Road and Humphreys Buildings, from 1st May.
Apply to: HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, April 4, 1914.

TO LET

ROGATE, Austin Road, Kowloon, unfurnished.
No. 68 Peak, MOUNT KELLETT (Church Mission Society Bungalow) till 30th May 1914, partly furnished, Cheap rent.
No. 6 CAMERON VILLAS, No. 89 Peak, to be furnished for one year from 1st May 1914.
No. 190, SHELLEY STREET.
From 1st October 1913.
No. 5 MOUNTAIN VIEW, newly painted and colourwashed.
No. 12 BRACKENFIELD ARCADE, Shop.
To let till 31st October, 1914, No. 64 The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.
FOR SALE.
HARTING and KRAATZ, on part of Kowloon Island Lot No. 1164.
Apply to: LINSTED & DAVIS,
2nd Floor, Alexander Buildings,
Hongkong, April 7, 1914.

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—Subscribed Capital £4,500,000
—Paid-up Capital £2,437,500
—Fire Funds £3,899,114
—Life & Annuity Funds £16,136,180
—Sinking Fund Account £8,611
£22,561,598

Revenue Fire Branch £2,567,138
"Life and Annuity" 1,973,289
Branches 282,624
Revenue Marine Department 430,193
Other Receipts 25,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

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Telephone No. 491.
Hongkong, March 20, 1914.

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The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pak Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Cheong (D'Aguiar Street).
Ruttonjee & Son (Kowloon).
Hung Cheong (Kowloon).
etc. etc. etc.

If you have not seen a copy of the big Volume of today's China Mail, apply to the Agents at the above places.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, March 17.

MURRAY OF THE CHALLENGER.

Sir John Murray, K.C.B., whose name will always be remembered in connection with the explorations of H.M.S. Challenger, was killed in a motor accident on the Edinburgh Road at Kirkcaldy, nine miles from Linlithgow. His daughter, Dorothy, who was driving, was seriously injured. Sir John Murray was born in Canada, at Coburg, in the Province of Ontario, in 1841, and was the third son of a Scot who had emigrated seven years previously. Young Murray came to Scotland in his 17th year and studied at Edinburgh University. As a youth he showed his bias by forming a large natural history collection, the remains of which are still housed in the Macfarlane Institution at Bridge of Allan. He also made a voyage to the Arctic circle in a Petchenah whaler, and collected specimens of Arctic marine organisms. At the University of Edinburgh he carried on original research in Professor Tai's Physical Laboratory, and it was his work there that marked him out for selection on the Challenger staff. The ship left Portsmouth in December 1872, and returned in May 1876. During this prolonged absence she made a succession of dredgings in the Atlantic, crossing the ocean in various latitudes no less than five times. She steamed south to the Cape and into the Antarctic Ocean, and then to Australia and New Zealand. Subsequently she proceeded northwards to the Fiji Islands, the New Hebrides, Manila, and Hongkong; visited New Guinea and the Admiralty Islands, the latter of which was then almost unknown to Europeans. The seas around Japan were afterwards investigated, and a track was made to the Sandwich Islands. The West Coast of America was in course of time reached, and the ship returned to the Atlantic through the Messier Channel and the Straits of Magellan. Her voyage she traversed the great ocean basins of the globe, making many hundreds of soundings, trawling, and dredging, often at great depths. By the frequent use of tow-ropes and other appliances, numerous organisms which float at and near the surface were also collected; and an extraordinary quantity of material, much of it entirely new to science, was gathered together and sent to Edinburgh, to await the return of the expedition. A temporary Government Department was created to publish the results, first under the direction of Professor Weyl, Thompson, and afterwards under Sir John Murray. Twenty-three years of Sir John's life were spent on the expedition and these after labour, and the report which he edited run to 50 large royal quarto volumes. There was a grant for this report, but it was quite insufficient, and a large drain was made upon Sir John's private pocket. In later years he maintained at his own expense in Edinburgh an oceanographical laboratory, known as the Challenger Office. He founded marine laboratories at Granton on the Firth of Forth, and at Millport on the Clyde. He also conducted extensive oceanographical explorations, in his own yacht round the coasts of Scotland, and was one of the founders and prime movers in the establishment of a meteorological observatory on Ben Nevis. Along with Mr. Fred. Pullar he undertook a bathymetrical survey of the fresh water lochs of Scotland. Among other expeditions to which he lent financial assistance was the scientific exploration of Christmas Island in the Indian Ocean by Mr. C. P. Andrews of the British Museum. The annexation of Christmas Island in 1888 was one of the incidental practical results of the Challenger Expedition. As Sir John Murray urged, against official opinion, it has been found to contain rich phosphate deposits, which have been very successfully worked by a company of which he became chairman.

ASIANIC STUDENTS AT EDINBURGH.
A member of Edinburgh University contributes an article to the "Edinburgh Evening News" upon the Asiatic students at present studying in the city. They may be conveniently divided, he says, into three classes:—(1) the Indians, (2) the representatives of Burma, Ceylon, and the Straits Settlements, and (3) the Chinese. At the present time there are over 200 Indian students in Edinburgh, the great majority of them in the Faculty of Medicine, and rather more than 20 interested in engineering. The 200 excluded students from Burma, Ceylon, and the Straits Settlements, of whom there will be roughly 50. Very few of the Indian students take up Arts, and when they do it is generally in connection with the pursuit of legal studies in London. As a rule, the Indian students are the sons of Indian professional men or successful merchants. None of them are scholars of the Indian Government—such

ENTERTAINMENT

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From the New Theatre, London.

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Revival of the Laughable Musical Comedy.

THE BALKAN PRINCESS

PRICE: \$3.50, \$3.00, \$2.00 and \$1.00.

DOORS OPEN AT 8.30 P.M.

Commence at 8 p.m.

Plan now open at Moutrie's.

Hongkong, April 8, 1914. 377

THEATRE ROYAL

April 16th, 17th and 18th at 8.15 p.m.

UNDER the Distinguished Patronage of H. E. THE GOVERNOR and LADY MAY, H.E. VICE ADMIRAL T.H.M. JERRAM, C.B. and Mrs. JERRAM, H.E. MAJOR GENERAL KELLY, C.B. and Mrs. KELLY, THE HONOURABLE MRS. CLARE SEYMOUR, Commodore and Mrs. AUSTIN.

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A Comedy in 3 Acts

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in aid of The Garrison Ladies Help Society.

The Hongkong Benevolent Association, The Soldiers and Sailors Home, The European Y.M.C.A.

PRICES: \$3, \$2 and \$1.

Soldiers and Sailors in uniform half price to \$1 Seats.

Booking at MOUTRIE'S.

Hongkong, April 1, 1914. 415

scholars go to Oxford or Cambridge. The

holders of scholarships derive from Indian States, and they run from £200 to £250 per annum. It is calculated that the average cost of five years' training in Edinburgh will not be much less than £1,000. There is an Indian Students' Association, with one of the best appointed clubs in connection with the University. Over 30 Chinese students are at Edinburgh University, and, like the Indians, they are nearly all in the Faculty of Medicine. Here again most of them are sent by their parents, and only one-third are Government students, the bursaries being worth about £200 per annum. Some of the students are sent by the Chinese provinces and some by the central Government. Like the Indians they have an Association, but no club-rooms, although they meet from time to time to discuss the problems of their native land and enjoy a little recreation. Since the revolution a few years ago, they have watched the trend of events in China with great anxiety. Their attitude is distinctly in favour of the Republican system of government, and they are understood to favour autonomous powers for the various provinces. As a rule, the relations of white and coloured students at Edinburgh University are of the most harmonious description, and the feature of the present day life of the young men is more encouraging than the numerous friendships which exist between sons of the East and the West. A very large proportion of the Indian and Chinese students are members of the Union, the students' club open to all attending the University, where they enjoy all the privileges.

THE NAVY ESTIMATES.

The Canadian Ships.

The Expert Advisory Committee of the Navy League, at a special meeting on March 13, had under consideration the new Navy Estimates, and in a statement issued last night stated that there will be universal disappointment that no definite action has been taken by the Government to fulfil the well-known requirements of the Fleet left by the absence of the three Canadian ships.

Mr. Churchill, in his speech in the House of Commons on July 17, 1913, said:

The rejection of the Canadian Naval Bill by the Senate of Canada has, for the time at least, deprived us of the aid on which we had counted, and unless that gap were filled by further sacrifices of the British taxpayer, the general defence of the Empire, apart from the defence of the United Kingdom, would be three ships short of the Admiralty requirement.

The League cannot regret Mr. Churchill's scheme of "sacrificing work earlier" on the ships of current programme as doing more than temporarily meet the deficiency caused by the failure to provide these three ships.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	I.H.P.	Commander.	Last report at
Alacrity.	despatch vessel	1650	2	910	Comdr. Archibald Cochrane	Hongkong
Atlas.	Admiralty tug	—	—	—	—	Hongkong
Bramble.	river gunboat	710	2	900	Lt. Comdr. V. R. Drandish	Shanghai
Brikmar.	river gunboat	710	2	900	Lt. Comdr. Q. D. Proctor-Thomson	Shanghai
Cadmus.	aloop	1070	4	1400	Capt. M. S. Fitzmaurice	Shanghai
Chelmer.	torpedo boat destroyer	580	4	7300	Lieut. Comdr. H. T. England	Hongkong
Cherub.	water tank and tug	390	—	800	—	Hongkong
Clio.	aloop	1070	4	1400	Comdr. Colin Mackenzie, D.S.C.	Shanghai
Colas.	torpedo boat destroyer	550	4	7300	Lieut. Comdr. U. M. Blackman	Hongkong
Fama.	torpedo boat destroyer	590	4	5700	Lieut. Comdr. C. A. Poignand	Hongkong
Hampshire.	torpedo boat destroyer	10,850	10	20,000	Capt. H. W. Giant	Hongkong
Jol.	torpedo boat destroyer	780	4	7300	Lieut. Comdr. G. F. A. Mulock	Hongkong
Kennet.	torpedo boat destroyer	580	4	7300	Lieut. Comdr. P. A. H. Russell	Hongkong
Kinsha.	river gunboat	516	4	1900	Lt. Comdr. H. D. Marryat	Yangtze
Merila.	aloop	1040	—	—	Lt. Comdr. Gilson	Hongkong
Minotaur.	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Minotaur.	cruiser, 2nd class	180	2	800	Lt. Com. Alan Dixon	Hongkong
Moosho.	river gunboat	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Newcastle.	cruiser, 2nd class	85	2	240	Lieut. Com. Malcolm Murray	Yangtze River
Nightingale.	river gunboat	590	—	7000	Lieut. Comdr. R. W. Wilkinson	Hongkong
Ribble.	torpedo boat destroyer	590	—	1400	Lieut. Comdr. F. A. N. Cromie	Hongkong
Rosario.	depot ship, submarine	980	—	240	Lt. Comdr. Nash	West River
Robin.	river gunboat	85	2	240	Lt. Com. I. A. S. Hutton	West River
Sandpiper.	river gunboat	85	2	240	Lt. Comdr. M. T. R. Maxwell Scott	Yangtze River
Snee.	river gunboat	85	2	240	Lt. Comdr. R. H. Anstruther, C.M.G.	Hongkong
Tamar.	receiving ship	4850	—	—	Lt. Comdr. S. P. B. Russell	Upper Yangtze River
Teal.	river gunboat	180	2	800	Lt. Com. G. F. L. L. Pige	Hongkong
Thistle.	river gunboat	710	2	900	Capt. P. Streetfield, M.V.O.	Hongkong
Triumph.	battleship	11,985	13	12,500	Lt. Comdr. Maxwell	Hongkong
Uk.	torpedo boat destroyer	590	—	7500	Comdr. Seymour	Hongkong
Wolland.	torpedo boat destroyer	590	—	7500	Lt. Com. A. J. London	Upper Yangtze River
Widgeon.	river gunboat	195	2	800	Lt. Com. M. Blackwood	Yangtze River
Woodcock.	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze River
Woodcock.	river gunboat	150	2	500	Capt. F. L. Cochrane	Colombo
Yarmouth.	light cruiser	5250	—	22,000	Lt. Comdr. F. J. McGillevie	Hongkong
C.38.	submarine	—	—	—	Lt. Comdr. J. Gaimie	Hongkong
C.37.	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
C.36.	submarine	—	—	—	Lt. Comdr. Handley	Hongkong
C.35.	torpedo boat	—	—	—	Lt. Comdr. Barton	Hongkong
C.34.	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quin	Hongkong
C.33.	torpedo boat	—	—	—	Lt. Comdr. F. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	guns.	I.H.P.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser.	4090	—	—	Capt. Makovitz	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Daveloy	Hongkong
Kleber	French armoured cruiser	9730	12	12,600	Capt. Gouts	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Shanghai
Decadée	French gunboat	645	10	1700	Lieut. Vandier	Saigon.
Argus	French river gunboat	190	8	570	Lieut. Doré	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jerville	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin.	Tongku
Doudard de Lagree	French gunboat.	—	—	—	Lieut. Dupuy Dutemps	Tsichong-Kia
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Bolux	Saigon
Protee	French sub-marine	—	—	—	Lieut. Guillaume-Louis	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Aurille	Saigon
Fronde	French destroyer	350	7	300	Lieut. Aurille	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouineo	Saigon
Pistolet	French destroyer	190	7	300	Comdr. de Marquess	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1825	10	3000	Comdr. Vrain	Saigon
* Flagship of Capt. (Commander) Boudin, Commanding the local defence force in China.						
London	German cruiser	3800	2	3500	Capt' v. Restoff	Saigon
Grafschaen	German armoured cruiser	11,800	—	—	Captain Brumlinghaus	Tientsin
Idia	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	910	12	1300	Comdr. Vannieu	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt' Bohneke	Tientsin
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Tientsin
Ottar	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,900	26	25,300	Capt. von Schultz	Tientsin
S. 90	German torpedo-boat	A 10	2	6500	Capt. Lieut. Berrebourg	Tientsin
Taku	German torpedo-boat	281	4	6000	Obiz. z. S. Clavessu	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Röcker	Tientsin
Tsingtau	German river gunboat	223	4	1300	Capt. von Möller	Canton
Vaterland	German river gunboat	223	4	800	Obiz. z. S. Fria	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Blanca	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

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GREAT REDUCTIONS IN PRICES.

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2A, QUEEN'S ROAD, HONGKONG.

Ho Kiang, July 22, 1913

devoted to the suppression of opium. But whilst this is so, many on account of the huge profit that follows trade in the drug, go about and sell it surreptitiously. Thirdly, here and there some plots are still devoted to the growth of the poppy. It seems from the observations made that there must be a more sustained strictness shown before the province will be free from opium.

Referring to gambling, the same writer states:—It is reported in respect to gambling as with opium, that it waxes or wanes according to the determination of the officials to suppress it. In one case, some men were actually executed who ventured to gamble in face of the official edict prohibiting it. On the other hand, references are made to certain other places where, because some of the local soldiery connive at what is going on for the sake of bribes, gambling, though somewhat secretly, still flourishes. On the whole, it would seem that the pressure of officialdom is holding back the Chinese from going extensively into their favourite recreation.

One reads with sadness the traveler's references to the condition of affairs in respect to vice. He says that in some of the larger cities the houses of vice really outstrip those of cities like Canton, and no one seems ashamed to be associated therewith. A farm takes possession of the brothels, as they would do with any other business, pays the Government a certain sum per year. Then the members of the firm, which controls the affair, are at liberty to do what they like to get back their capital with interest. An account is given of the very shocking condition affairs. Men who are hard up sell their wives; and parents, who want money, sell their daughters, and they are then taken into these houses. There frequently they are very cruelly treated by their owners. It matters not whether they are sick or whether they are diseased, though they are known by their owners to be both the one and the other, they must still obey their termagant mistresses or they are thrashed most unmercifully. Truly, it is a wretched picture that he paints of the condition of affairs in regard to this horrible life.

It is pointed out that the introduction of motor boats, has seriously interfered with business on the river. In the old days, it would seem that the many cargo boats which went slowly up the rivers leisurely halted at many of the intervening towns between Wuchow and Nanning. Now the motor boats are able to move on much more rapidly, and unless they have cargo for some of the intervening places their stay there is of the briefest, and so the business of these towns seems to be gradually decreasing. On the other hand, it is said that the business between the two towns mentioned, and between some of the intervening more important places is greatly on the increase. It would seem that the people themselves very greatly appreciate the advantage that these boats bring within their reach. The olden days of creeping passage and cargo boats has gone and will not return; now merchants can approximately know when to expect their commodities and, barring occasional accidents, they are seldom disappointed.

The stories of robbers and their doings are gruesome enough. A reference is made to a murder at a place where he was staying one evening. There was a suit hound anchored near by, and during the night, when apparently few of the crew were on board, some one entered the boat and murdered the captain's nephew and also a passenger who happened to be travelling in the boat. From what I said no sufficient motive can be discovered for this dastardly deed, for the property on board did not appear to have been molested or removed. But, generally speaking, bands of marauders roam about Kwangsi, just as they are doing in Kwangtung, and rob and destroy when the opportunity occurs. On the whole, it would seem that the condition of the province is less threatening than is the sister province of Kwangtung. Of course the people are much more sparsely settled, and much less intelligent and less wealthy. Therefore, they are not able to undertake as large a scale of disturbance as the flow of modern life to be distributed by the currents, that flow over the province of Kwangtung. On the other hand, it is clear that the same vices and danger that threaten the lower province flourish in Kwangsi, and the people, according to their ability, are as willing as others to spend the money they have and the time at their disposal in vice and harmful recreations. We are somewhat surprised to see no mention made of the condition of the coasts in Kwangsi, and we wonder whether the place is flooded with degraded notes as Kwangtung is at present.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The French gunboat *Argus* arrived yesterday afternoon.

Tokyo is suffering from an outbreak of eruptive typhus which is spreading at an alarming rate.

Two solicitors have lost their gowns from the Supreme Court robing room in the last few days.

A conspiracy charge of "dying the white pigeon" has been set down for hearing before Mr. Wood on April 14 at 9.15.

Owing to the prevalence of plague all Chinese servants employed in barracks are to be medically inspected once a week by the Medical Officer in charge of the barracks concerned.

The total output of the Kailan Mining Administration's mines for the week ending 29th March amounted to 60,460.81 tons, and the sales during the period to 31,144.44 tons.

We are asked by the Rector of the Roman Catholic Cathedral to inform the Catholic community that the services on Good Friday will commence at 8 o'clock in the morning instead of 7, as marked in the Catholic Directory.

Before Mr. Hazell and this afternoon the Crown Solicitor, Mr. Kemp, asked for leave to withdraw the application for the extradition to China of Lau Fai who was accused of kidnapping a woman and murdering her husband at Canton. Mr. Davidson of Messrs. Hastings and Hastings defended. The Magistrate acceded to the request.

Bail of \$2,000 was the amount fixed by Mr. Wood this morning in the case of Chan Ho, a lamp trimmer on board the s.s. Kai Yau Maru, who was charged with having in his possession 100 taels of opium, of assaulting the police and damaging the constable's uniform.

Mr. Hind defended and made the application for bail. P. S. Adlington prosecuted.

The charges were remanded until Wednesday next at 2.15 p.m.

Several international matches in the Hongkong Cricket Club lawn tennis tournament are fixed for this afternoon. In the professional pairs Hallifax and King meet Joseland and Bouch; and in the semi-final of the B class will handicap D. E. Clark (own 3.6) meets S. S. Moore (own 4.6). The winner play either Hatterley-Smith or C. Clarke, who have yet to play off their tie. The remaining four fixtures for this afternoon are in the mixed doubles handicap.

The members of the Garrison Sergeants' Mess, Queen's Road, held a Whist Drive last night. Their was a good attendance. Staff Sergeant Talbot was the M.C. at the conclusion Garrison Sergeants' Mess presented the prizes to the winners—Ladies—1st, Mrs. Allison; 2nd, Mrs. Smith; 3rd, Mrs. Brand. Consolation prize, Mrs. Hollins; Booby prize, Mrs. Cuy. Gentlemen—1st, Q. M. Sergeant Lancaster; 2nd, R. E. 2nd, Conductor Chamberlain; A.O.C.; 3rd, C. E. R. A. Seble, R.N.; 4th, C. S. M. 3rd, R. G. A.; 5th, P. O. Marsh, R.N.; Consolation prize, Q. M. Sergeant Blake, D.C.L.I.; Booby prize, Mr. May.

SOCIAL AND PERSONAL.

Mr. Lafferty Knox, of the China Mutual Life Insurance Co., and Mrs. Knox left today for San Francisco, via Manila.

Mr. T. L. Perkins, Executive Engineer, left for Shanghai yesterday by the *Awa Maru* en route for Home, via Singapore, on leave.

Mr. Hazell will occupy his seat at the Magistrate's court Thursday, when he takes over his duties as Puisne Judge at the Supreme Court.

Captain Winckler, who recently resigned the Command of the *Kamo Maru*, of the S.Y.T. line, left by the *Tango Maru* with his family to take up pilot's work in Australian waters.

The engagement is announced of Mr. G. T. Pratt, British Consul at Tientsin, to Miss Parker of Chislehurst. The wedding is expected to take place in September next in Shanghai.

Among the passengers who left today for Home by the "Kamo Maru" were Mr. A. Seth, I.S.O., and Mrs. Seth; Mr. J. H. R. Hance, of Messrs. Butterfield and Swire; and Mrs. Hance, and Miss Hance.

The death is announced from Norfolk, V.A., of Capt. Whitton, who commanded the old *Zafiro* for some time, and plotted the vessel into Manila when Admiral Dewey attacked the city. The old *Zafiro* was sold to the American Admiralty and used by them as a dispatch vessel.

ALICE MEMORIAL HOSPITAL.
The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the fund of the Hospitals:

YANGTZE INSURANCE ASSOCIATION LTD.

Messrs. Shawson, Tames and Co., the local agents of the Yangtze Insurance Association, Ltd., have received a cable from the Association's Secretary, Shanghai, to the effect that the Directors will recommend, at the forthcoming meeting of shareholders, a dividend of 35 per cent.

VICENTE SOTTO'S AFFAIRS.

A Receiving Order Made.

In the Bankruptcy Court this morning, on his own petition, a receiving order was made against Vicente Sotto, editor of "The Philippine Republic."

Mr. Norrington, of Mr. G. K. Hall Brutton's office who appeared for the debtor, stated that the application came before the Puisne Judge and that before the Chief Justice in Chambers. The action came on on February 6 and there was a stay of proceedings. On that action a petition was made, and filed by the late Official Receiver, there being a question at that time whether the assets were sufficient to come under Section 8 of the Ordinance under which section a receiving order might be refused. Assets were disclosed by an affidavit filed and if they failed to materialise the order could be rescinded.

His Lordship inquired what the assets were?

Mr. Norrington replied that there was a newspaper, issued weekly in Hongkong, and certain assets connected with it.

His Lordship asked if debtor was willing to pay anything out of the profits of the newspaper?

Mr. Norrington said the debtor was manager of the newspaper and had a share in the profits.

His Lordship referred to a paragraph in debtors affidavit, regarding costs in a pending action which he is bringing to recover damages, and asked if there was any question of his realising any assets in regard to it.

Mr. Norrington said that action was still before the Court.

His Lordship said he had always required proof of substantial assets before making a receiving order.

Mr. Norrington: I don't think your Lordship wants me to go into the merits of this case at all?

His Lordship said he thought the Court was entitled to assistance in these matters.

Mr. Norrington: If you want me to address you on the merits of the case I will.

His Lordship: No; what I want to know is what are the assets.

Mr. Norrington said there was an undertaking in existence in the publication of the journal and the goodwill attached to it. It seemed to him proper that if the debtor came before the Court, asked for relief and said he had some assets and the Official Receiver afterwards found them to be insufficient he should make an application for the order to be rescinded.

His Lordship: You say you have a contingent asset in the £500 penalty if his action. What else have you? You have the interest in the "Republic."

Mr. Norrington: We have that.

His Lordship: That brings in \$100 a month.

Mr. Norrington said the amount fluctuated.

The Chief Justice pointed out that what the debtor said was that he derived \$100 a month from the paper and out of this was prepared to pay to the trustee \$50 a month; and that negotiations are in progress for the sale of the undertaking as a going concern.

Mr. Norrington pointed out that the paragraph relating to the disposal of the newspaper alone disclosed assets.

The Official Receiver (Mr. Carpmann) observed that the petition was filed a long time ago and no offer had yet been made for the goodwill of the newspaper.

Mr. Norrington said debtor had not disposed of it yet because he had not been authorised to do so; and added that the Official Receiver was making a statement altogether outside of his province.

The Official Receiver expressed the opinion that the order should be refused and added that there was furniture worth \$50.

His Lordship said he could not ignore the fact that there had been judgments by the Full Court against debtor in respect to actions precisely similar to the one pending. There were two actions, both of which came before him. He could not therefore regard that asset as being worth anything.

Mr. Norrington thought there was sufficient evidence on this affidavit before him upon which to make a receiving order.

His Lordship asked if there were any creditors?

Mr. Norrington stated that the only judgment creditors had judgments for legal costs.

His Lordship made the receiving order, debtor to pay \$50 a month, failing which the Official Receiver will apply for its rescission.

HELEN M. YIN-STITUTE FUND.

The Honorary Treasurer of the Helen May Institute Fund begs to acknowledge, with thanks, the following further donations:

Ho Fook, Esq. ... \$200.00
Mrs. Stedman ... 100.00
M. J. D. Stephens Esq. ... 100.00
Anonymous ... 10.00
H. G. M. S. ... 25.00
Mrs. Basil Taylor ... 10.00
Anonymous ... 5.00

SUSPECTED PIRATES BEFORE THE MAGISTRATE.

The first move towards bringing to book the perpetrators of the piracy of the s.s. *Childar* was made this morning when three men and a woman were charged at the Magistracy before Mr. Wood.

The prisoners are: Chao Koi (30), salt worker, No. 279, Reclamation Street, Yau-mat, of Sai Mun, Ping Hoi; Wong Sze (30), ricksha coolie, No. 217, Temple Street, Yau-mat, of Kun Pin Tong, Hoi Fung; Lam Yun (36), doctor, No. 217, Temple Street, of Mui Leung, Hoi Fung; and Lam Ng. So (46), married woman, No. 214, Reclamation Street, Yau-mat, of Wai Chau.

The charge against the prisoners jointly was: That you the said Chao Koi, Wong Sze, Lam Yun and Lam Ng. So, on or before the 15th March, 1914, at Yau-mat, in this Colony, feloniously and knowingly did set forth certain pinnas, or did assist procure command and counsel or advise, certain persons to commit a piracy upon the crew and passengers of the s.s. *Childar* contrary to section 1, Ordinance 1, 1898.

Inspector Gernard intimated to his Worship that he had been instructed to apply for a remand as the present charge was a provisional one only.

Prisoners were formally remanded until Wednesday.

THE STRANDED STEAMER.

Tai Lee Returns to Hongkong.

The Sze Yip Steamship Company's new West River Steamer "Tai Lee," which ran aground on a mud-bank just below Kung-moon last Thursday, floated last night and arrived at Hongkong this morning under her own steam.

The boat went aground on soft mud, and is stated to have received no damage whatever. Efforts to back out of the bank proving unsuccessful the expedient of going ahead over the obstruction was tried last night at high tide, and this proved quite successful, the vessel getting off unscathed.

The ship where the *Tai Lee* went ashore is much frequented by pirates, and to prevent a possibility of attack a British gunboat stood by each night, while the ship's Indian guard kept a good lookout during the day.

It was understood that the vessel is to be fitted with iron grilles which will completely shut off the bridge deck, on which are the officers' cabins, from the passengers. Several other river boats are being similarly protected.

MAUNDY THURSDAY, GOOD FRIDAY AND EASTER DAY.

The name Maundy Thursday is probably derived from "die Mandati," the day of the command, referring to the command to the disciples to wash one another's feet as Christ had washed theirs. It was formerly customary for the clergy and the richer laity to wash the feet of the poor on this day.

In England the sovereign washed the feet of as many poor men as equalled in number the years he had lived or reigned. James II was the last King who performed the ceremony in person, but long after his time it was done by the Archbishop of York as the King's representative. And still the custom of certain poor people receiving gifts from the King is kept up in England.

The name Good Friday is peculiar to the English language. In early Christian writings it is spoken of as the Paschal Day. In the early English Church it was called Long Friday. It is a day which has always been observed by the Church with abstinence and humiliation, the intention of the Church being that we should realise the magnitude and heinousness of the sins which rendered the sacrifice of the cross necessary, and the infinite love which led our Blessed Lord to become obedient unto death in order to take our sins away.

Easter Day was originally known as Pascha, the word including the week before and the week after this festival, the whole commemoration included fifteen days and was divided into the Pasch of the Crucifixion and the Pasch of the Resurrection. The Venerable Bede speaking of the names of the months among the Saxons, says: "Easter month, which is now interpreted Paschal month, had formerly its name from a goddess of theirs who was called Eostre, whose festivals they used to celebrate in it. From whose name they now designate the Paschal Season, giving to the rejoicings of the new solemnity the accustomed name of the old observance." From early times eggs were much used at Easter, the egg being regarded as emblematical of the Resurrection, in as much as it contains the elements of a future life. Church Notes.

A woman who was charged at the Clerkwell Police Court with behaving in a disorderly manner, pleaded that she was a man in order to "catch her husband." She heard, the said, that the new going out with another woman.

Mr. Norrington stated that the only judgment creditors had judgments for legal costs.

His Lordship made the receiving order, debtor to pay \$50 a month, failing which the Official Receiver will apply for its rescission.

His Lordship asked if there were any creditors?

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BIG HULL OF AMMUNITION.

Two thousand three hundred and twenty rounds of ammunition were found by the police concealed in the lid of a large trunk in Connaught Road Hongkong on Monday.

The ammunition was made up of 180 rounds of No. 44 Winchester rifle ammunition, 680 No. 38 and 740 No. 32 revolver ammunition.

Defendant admitted he had no license neither had he any rifle.

Mr. Wood imposed a fine of \$1,000. When the case had been disposed of Mr. E. Davidson appeared in court and mentioned that he had been instructed to this effect given through his interpreter to an officer of the C. I. R. had evidently been misinterpreted. Mr. Davidson asked for a rehearing and Mr. Wood put back the case to give Mr. Davidson an opportunity of interviewing his client.

Ultimately defendant desired not to reopen the case as he was "satisfied."

HONGKONG CRICKET LEAGUE.

H.K.C.C. (League Champions) v. Rest of League.

This match will be played on the Hongkong Cricket Club ground on Easter Monday, 13th April. Play will commence at 11 a.m. and will be carried in the pavilion. The sides will be represented as follows:

H.K.C.C.: R. Humeock (Captain), R. N. Anderson, C. C. Clark, P. E. Cobb, P. E. Donnelly, R. Kennedy, M. M. Mass, T. E. Pearce, R. A. Stokes, R. P. Thurfield and R. L. D. Woodcock.

Rest of the League: R. E. O. Bird (Captain), Lieut. Lagall, H.G.A., Major Bowen, A.P.D., E. L. Bragg, K. R. Macmillan, Captain Matthews, R.G.A., Capt. Morris, R.E.C. G. B. Sayer, A. J. Stalker, A. R. Sutherland and H. H. Taylor.

SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, March 17.

Watsonians surmounted one of the few obstacles between them and the Championship by defeating Edinburgh Academicals. It was not a great game, and was spoiled by the wind, the rain, and the mud. Both sets of forwards did well in the circumstances, and it was surprising to find the Academicals getting an equal share of the ball in the tight. Their backs were, however, not as clever as the Watsonians, and the result fairly reflected the run of the game.

Hawick appeared against Stewartians without Sutherland, and it is now definitely known that the winger will not play again this season. This is an undoubted misfortune for Scotland, who can ill spare any players of his calibre.

Kelso crushed a surprise by defeating Gala, their weighty forwards carrying off the honours. Glasgow Academicals were without one half of their regular side, but secured victory largely by the brilliancy of Sandeman. Jed Forest were in rampant form, and did anything they liked with West of Scotland.

BURBY RESULTS.
West-Union, 1; Pain. Academicals, 0.
Jed. Forest, 34; Glou. University, 0.
Glas. Academicals, 18; Chislehurst, 3.
Edin. Wanderers, 20; Heriotstown, 3.
Kelso, 21; Gala, 5.

H. A. C. F. P. 35; Institution, 6.
Glas. H.S. F. P. 38; 37, 0.
Stewartians, 9; Heriot, 0.
Manchester, 24; West of Scotland, 3.

ASSOCIATION-IRELAND V. SCOTLAND.
Ireland drew the Association match with Scotland at Belfast and won the International Championship for the first time. The ground was in a wretched condition as the result of two days incessant rainfall, and militated against a skillful exhibition. Though the Scottish forwards early discovered that any progress would be made by persisting in adhering to their traditional tactics, and close passing on a pitch dotted with pools of water, was simply suicidal. The Irish forwards wisely kept the ball on the wings, where only there was fairly sound footing, and their rushing methods were not easily overcome by a defence which found it almost impossible to turn quickly and get up speed in a sea of mud. Nor were the Scots more successful in their attempts at goal-kicking. They had by far the best of the first half, and for thirty minutes were almost continually on the attack. Ireland had had three players injured at this stage, McConnell, O'Connell, and McKee, a full back, half-back, and goal-keeper, and each was off at different periods. Yet with ten players they were able to hold out to the interval. The only good shot saved by the Irish goal-keeper, and which came from Hay and McManus, and did not bring opportunities of scoring were thrown away by Wilson, Reid, and Donaldson. Five minutes after the resumption of play, McKee, the Irish goal-keeper retired with a dislocated shoulder. Playing four forwards, the Irishmen set up a strong and persistent attack, and encountered by the frantic cheering of their supporters, they stormed the Scottish goal again and again. Just when their efforts appeared to be likely to be crowned with success, the Irishmen received a set-back. Donaldson sent in a long, high shot which took O'Connell by surprise, and Scotland led. This mis-hit would have disheartened most teams, but not the Irishmen. Their forwards again set about making closer acquaintance with Brownlie, and after many efforts Young had the satisfaction of scoring the equalising goal eight minutes from the end.

THE LE OGS.
Rugby was only slightly better than Dumbarton, and was lost in a play that gave them the scores. The only improvement in their position by a meritorious win at Easter Road, a ground not beloved by visiting teams. Motherwell won from Rith-Rovers as the result of good work. Falkirk were easily superior to Aberdeen. And Mother were always a better balanced side than St. Mirren.

BOWEL COMPLAINT IN CHILDREN.
During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As a general rule, the bowels should be kept regular by the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

This medicine is sold by all Chemists and Druggists. For sale by all Chemists and Druggists.

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SHIPPING

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	STEAMERS	To SAIL	REMARKS
HONGKONG, KOBE, YOKOHAMA	NOVARA	About 10th May	Freight and Passengers
SHANGHAI	DELTA	About 10th May	Freight and Passengers
LONDON, via Suez, Port Said, Alexandria, SUEZ	ARCADIA	11th Apr.	Admission of Passengers
LONDON & ANTWERP	KEIVA	About 10th May	Freight and Passengers

All the above steamers are fitted with Wireless Telegraphy.

P. & O. N. Co.'s Office.

CANADIAN PACIFIC ROYAL MAIL

STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong	From St. John N.B.
EMPEROR OF ASIA	EMPEROR OF ASIA
EMPEROR OF JAPAN	EMPEROR OF JAPAN
EMPEROR OF INDIA	EMPEROR OF INDIA

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw steamships of 18500 tons gross—30,000 tons displacement—fitted with the latest and most luxurious on the Pacific.

All steamers of the Company's fleet are fitted with a Mail Express Cabin fitted with the latest and most luxurious on the Pacific.

Each steamer is equipped with a Mail Express Cabin fitted with the latest and most luxurious on the Pacific.

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PACIFIC MAIL S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO

Via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

THE SUNSHINE BELT

Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBERIA

and NILE, CHINA and PERSIA

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusement, Wireless, Telegraphy, Submarine

Signal Service and Bligh Kiosk.

Cuisine under personal supervision of M. V. Moros, one of the World's most famous caterers.

Secure Portion of Board Trip Tickets. Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by Rail between Ports of Kobe and Yokohama.

COAST GUARDS.

MONGOLIA 9,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

PERSIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

KOREA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

SIBERIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

For San Francisco via Shanghai, Nagasaki, Kobe, Yokohama & Honolulu.

HONGKONG-MANILA SERVICE.

FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.

Apr. 10. PERSIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. CHINA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. NILE 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

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May 10. SIBERIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. KOREA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. MONGOLIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. PERSIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

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May 10. PERSIA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

May 10. CHINA 12,000 Tons Sailing SATURDAY, 11th Apr. at 1 p.m.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU & NEWCHANG	TAIYU	April 9, at 4 p.m.
SHANGHAI	LUCHOW	April 9, at 4 p.m.
SHANGHAI & TSINGTAU	KANGHAI	April 11, Midnight
SHANGHAI	SHANGHAI	April 14, at Noon
MANILA, CEBU & ILOILO	CHINA	April 14, at 4 p.m.
HONGKONG & HAIPHONG	HAIPHONG	April 15, at 10 a.m.
WEIHAIWEI & TIENTSIN	HAIPHONG	April 16, at Noon
SHANGHAI & TSINGTAU	CHINA	April 18, at 4 p.m.
MANILA, CEBU & ILOILO	CHINA	April 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'

MANILA LINE. Twin screw steamers 'Chinshu', 'Taming', & 'Tean'.

Excellent saloon accommodations. Ample space. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean'.

SHANGHAI AND TSINGTAU LINE. The Twin Screw Steamers 'Anhui', 'Cheung', 'Shanghai' and the S.S. 'Kangchow', 'Liangchow', 'Luchow', and 'Yingchow', having excellent accommodations with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in the wharf, avoiding the inconvenience of transshipment at Whooing.

REDUCED FARES Single \$45 Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
KOBE & MOJI	LOVAT	THURSDAY, April 9, Daylight
SHANGHAI, TSINGTAU via SWATOW	CHOYSANG	THURSDAY, April 9, Daylight
SINGAPORE, PENANG & CALCUTTA	YATSHING	THURSDAY, April 9, at 2 p.m.
KOBE & MOJI	KUMSANG	SATURDAY, April 11, at Noon
MANILA	LUONGSANG	SATURDAY, April 11, at 8 p.m.
SHANGHAI	SHANG	SUNDAY, April 12, Daylight
SHANGHAI	KWONGSANG	SUNDAY, April 12, Daylight
MANILA	YUENSANG	SATURDAY, April 18, at 2 p.m.

RETURN TOURS TO JAPAN.

1. HK steamers Kuzung, Nansung & Lamsung leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kuzung, Kuzung, Lovat, Yatshing and Kwongshing leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers (PENINSULAR) YOKOHAMA	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
					Friday	Thursday
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 22	May 28
Apr. 30	ASSAYR	May 5	May 9	MOULTAN	June 5	June 11
May 14	INDIA	May 19	May 23	MOREA	June 19	June 25
May 28	DEVANHA	June 2	June 6	MALWA	July 3	July 9
June 11	DEVANHA	June 16	June 20	MALWA	July 16	July 22
June 25	HIMALAYA	June 30	July 4	MALWA	July 30	August 5
July 9	ASSAYR	July 14	July 18	MALWA	August 13	August 19
July 23	DEVANHA	July 28	August 1	MALWA	August 27	September 2
Aug. 6	OBINA	Aug. 11	Aug. 15	GYPT	September 10	September 16

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at MARSEILLES, Plymouth & London. These vessels will now arrive in MARSEILLES on Friday & London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from MARSEILLES can now arrive in London at 3.35 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the rate of 10/- per passage.

FARES TO LONDON AND MARSEILLES

The Fares to London and MARSEILLES are as follows:-	LONDON.	MARSEILLES.
1st SALOON "A"	Accommodation SINGLE 280. RETURN 560.	Accommodation SINGLE 281. RETURN 562.
2nd SALOON "A"	" " " 244. " 488.	" " " 245. " 490.
1st SALOON "B"	" " " 244. " 488.	" " " 245. " 490.
2nd SALOON "B"	" " " 200. " 400.	" " " 201. " 402.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave Yokohama	Leave Shanghai	Leave Hongkong	Leave Sourabaya	Due at MARSEILLES	Due at LONDON
					about	about
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 2	June 2	June 19
NAMUR	Apr. 28	May 7	May 11	May 14	June 16	June 28
SOVARA	May 12	May 21	May 25	May 28	June 30	July 12
NELORE	May 26	June 4	June 8	June 11	July 13	July 25
KEVYER	June 9	June 18	June 22	June 25	July 27	Aug. 8
NAGUYA	June 23	July 2	July 6	July 9	Aug. 11	Aug. 21
SYRIA	July 7	July 16	July 20	July 23	Aug. 25	Sept. 5
SYRIA	July 21	July 30	Aug. 3	Aug. 6	Sept. 8	Sept. 18
NILE	Aug. 4	Aug. 13	Aug. 17	Aug. 20	Sept. 22	Oct. 3

New Steamer

These steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARE TO LONDON
1st SALOON 250 SINGLE 500. RETURN 1000.
2nd " 200 " 400. " 800.

FARES TO MARSEILLES:
1st SALOON 246 SINGLE 492. RETURN 984.
2nd " 200 " 400. " 800.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For further particulars apply to

E. A. HEWETT,

Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	To Sail
WAPLES, GENOA, ALGIERS, YORCH, LISBON, SOUTHAMPTON, ANTWERP & HAMBURG.	Capt. F. Loeser.	(17,000)	WEDNESDAY, 15th April at 10 a.m.
SHANGHAI, NAGASAKI, BULOW, KOBE & YOKOHAMA.	Capt. C. Nahrath.	(16,800)	THURSDAY, 16th April.
MANILA, ANGAUR, YAP, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	Capt. A. Hutzig.	(8,000)	SATURDAY, 18th April at 9 a.m.
KOBE	PRINZ WALDEMAR, Capt. O. Jursky.	(6,100)	MONDAY, 20th April at 9 a.m.
JESSELTON, KUDAT and SANDAKAN.	Capt. J. Koehler.		THURSDAY, 9th April at 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of telephony.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.	about	HOMEWARDS.	about
Steamship	1914		
		For Havre, Emden and Hamburg/Bremen.	S.S. GRENIS about 5th of May.
		For MARSEILLES, Rotterdam and Bremen/Hamburg.	S.S. SIGMARISGEN about 16th of May.
		For Havre, Emden and Hamburg/Bremen.	S.S. NORDENNY about 1st of June.
		For MARSEILLES, Rotterdam and Bremen/Hamburg.	S.S. HELGOLAND about middle of June.
		For Havre, Emden and Hamburg/Bremen.	S.S. BORRUM about end of June.

NORDDEUTSCHER LLOYD

MELBOURNE & CO.

SHIPPING

AUSTRIA LLOYD

Under Mail Contract with the Austrian Government.
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Aden, Port Said, Genoa, Trieste.
S.S. KOERNER, 9,900 tons, will leave at above on 11th April at 4 p.m.
Regular accommodation for 1st, 2nd and 3rd Class passengers, no surtax, no extra charges. Through Steamers. No Customs. No Quarantine. No Disinfection. No Delays. No Expenses.
FARES: Hongkong-Trieste (Venice), 1st Class 250, 2nd 230, 3rd 210.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).
Via Suez, Colombo, Aden, Port Said, Genoa, Trieste.
S.S. FREISA, 12,800 tons, will leave at above about 8th May.
These Steamers, of large tonnage, are fitted with comfortable and clean accommodations for passengers. No Customs. No Quarantine. No Disinfection. No Delays. No Expenses.
FARES: Hongkong-Trieste (Venice) 245.

RAILWAY FARES: Trieste-London. By Suez Express. Via Suez, Colombo, Aden, Port Said, Genoa, Trieste, Milan, St. Gothard, Leoben, Innsbruck, Vienna, Prague, Berlin, Hamburg, London. 1st Class 120, 2nd 80, 3rd 60. By Suez Express. Via Suez, Colombo, Aden, Port Said, Genoa, Trieste, Milan, St. Gothard, Leoben, Innsbruck, Vienna, Prague, Berlin, Hamburg, London. 1st Class 120, 2nd 80, 3rd 60. By Suez Express. Via Suez, Colombo, Aden, Port Said, Genoa, Trieste, Milan, St. Gothard, Leoben, Innsbruck, Vienna, Prague, Berlin, Hamburg, London. 1st Class 120, 2nd 80, 3rd 60.

TO SHANGHAI:
S.S. BOHEMIA, 7,900 tons, will leave at above on 1st May, at 8 a.m.
FARES: Hongkong-Shanghai, 1st Cl. 24, 2nd 24, 3rd 24.

TO KOBE via SHANGHAI YOKOHAMA.
S.S. NIPPON, 13,850 tons, will leave at above about 2nd May.

Cargo taken at through rates to all ports in Asia. Lowest Rates. Through Bills of Lading. No Surcharge. No Delays. No Expenses.
SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.
THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.
Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.
The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.
Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.
Steamers Leave
OSAKA MARU I. Goto Thursday, 16th April at Noon.
OSAKA MARU H. Yamamoto Wednesday, 29th April at Noon.
TACOMA MARU T. Hamada Thursday, 16th May at Noon.
TACOMA MARU J. Kaneko Wednesday, 27th May at Noon.
SEATTLE MARU T. Saito Thursday, 11th June at Noon.
SEATTLE MARU N. Kobayashi Wednesday, 24th June at Noon.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Calling at MOI, KOBE, YOKOHAMA & YOKOHAMA.

These Newly-Built Steamers have high speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted for carrying R.R. Trains and Parcels. Special attention given towards Express connection.

For BOMBAY via SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.
Steamer Leave
SAIGON MARU T. Yamaguchi Thursday, 16th April at Noon.
ANNAN MARU K. Komaya Friday, 8th May at Noon.
INDO MARU D. Fuchigami Saturday, 20th May at Noon.
JAYA MARU K. Komaya Sunday, 31st May at Noon.

For MOI, KOBE & YOKOHAMA.
Steamer Leave
SAIGON MARU T. Yamaguchi Thursday, 16th April at Noon.
ANNAN MARU K. Komaya Friday, 8th May at Noon.
INDO MARU D. Fuchigami Saturday, 20th May at Noon.
JAYA MARU K. Komaya Sunday, 31st May at Noon.

OHINA AND FORMOSA LINE.
For TAIPEI via SWATOW & AMOY.
Steamer Leave
DALIN MARU S. Murakami Sunday, 19th April at Noon.
DAIGI MARU S. Murakami Sunday, 19th April at Noon.

For FOOCHOW via SWATOW & AMOY.
Steamer Leave
KAIJO MARU Y. Yamamoto Wednesday, 8th April at 3 p.m.

For ANPING & TAKAO via SWATOW & AMOY.
Steamer Leave
SOBU MARU K. Tashiro Wednesday, 16th April at 10 a.m.

For QANTON.
Steamer Leave
SOBU MARU K. Tashiro Friday, 10th April.

These steamers of the Ohina and Formosa Line have excellent accommodations for First Class Passengers and are fitted with Electric Light and Power.
Passengers will arrive at and depart from SOON YIP WHARF (near the Harbor Office, Prince's Building).
For further information, apply to

Z. KAMIYA, Manager.
Second Floor No. 1, Queen's Building.

PHILIPPINES STEAMSHIP Co.

Steamship Tons Captain To Sailing Date

ZAFIRO 4,000 F. S. McMurtry Manila, Mangarin, Cebu & Iloilo. Saturday, April 11 at 4 p.m.

RUBI 4,000 J. Miller Manila, Mangarin, Cebu & Iloilo. Wednesday, April 22 at 4 p.m.

Passengers holding round trip tickets may return by any Steamer of the Pacific Mail S.S. Co., Tokyo-Kobe-Katata, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd., at the same rate.

Electric Light and Power in every Cabin. Comfortable Seawater Service. For freight and passage, apply to

Shaw, James & Co., General Managers.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East: 15, Des Voeux Road, HONGKONG.

SHANGHAI: 25, Fookien Road, KOWLOON: 25, Water Street.

MANILA: Manila Hotel, C. O. Box 704.

TOKYO: 25, Ginza, Japan.

YOKOHAMA: 25, Minato, Japan.

OSAKA: 25, Nishiki, Japan.

KYOTO: 25, Gion, Japan.

BEIJING: 25, Tiananmen, China.

PEKING: 25, Tiananmen, China.

TIENTSIN: 25, Tiananmen, China.

SHANGHAI: 25, Fookien Road, KOWLOON: 25, Water Street.

MANILA: Manila Hotel, C. O. Box 704.

TOKYO: 25, Ginza, Japan.

YOKOHAMA: 25, Minato, Japan.

OSAKA: 25, Nishiki, Japan.

KYOTO: 25, Gion, Japan.

BEIJING: 25, Tiananmen, China.

PEKING: 25, Tiananmen, China.

TIENTSIN: 25, Tiananmen, China.

SHIPPING

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong: 29th April. Connecting with "GULFAT" 17th May.
Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
From Hongkong: S.S. "SAKAM" About 25th of July.

First Class Accommodation for Passengers.
Fitted with WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED, Managers, Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK.
S.S. KAREMA on or about 15th April.

For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO. LTD.

Proposed Sailings from Hongkong

Steamer from Hongkong. On or about. Connecting at Calcutta with. On or about.

YATSHING A. APCAR April 8. April 10. "UMELOTT" 5 May.

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUM

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailings.
S.S. HOKUTO MARU. For Moji, Kobe & Yokohama 28th April.
S.S. BANRI MARU. For Sapporo, Batavia, Cebu, Samarang & Sourabaya. 28th April.
S.S. RIJUN MARU. For Moji, Kobe & Yokohama 9th May.
S.S. HOKUTO MARU. For Sapporo, Batavia, Cebu, Samarang & Sourabaya. 28th May.

For Freight or Passage apply to
DODWELL & CO., LTD., Agents.

HAMBURG-AMERIKA LINIE

Deutsche Dampfschiffahrts-Gesellschaft "HANSA".

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO.

To MARSEILLES, HAVRE, BREMEN & HAMBURG & TO NEW YORK AND FROM MANILA, HONGKONG & JAPAN via VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at through Rates to all European, North Continental and British Ports, also to Colonies, Oceania, Australia, New Zealand, South America, Brazil, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward. Homeward.

For Shanghai, Kobe & Yokohama. For Havre & Hamburg.

S.S. BRISGAVIA 29th April. S.S. ALESTIA 12th April.

S.S. ALTMAR 26th April. For Victoria, Vancouver, Seattle and Portland (Or.).

S.S. FURSTBULOW 1st May. S.S. HILDEBRAND 21st April.

S.S. BRISGAVIA 29th April. S.S. BAYERN 23rd April.

S.S. FEISA 30th April. For MARSEILLES, Hamburg and Antwerp.

S.S. BRISGAVIA 1st May.

For further particulars, apply to
HAMBURG-AMERIKA LINIE, Hongkong Office.

NOTICE TO CONSIGNEES.

FROM EUROPEAN.

THE H. A. L. Steamship BRISGAVIA.

Captain Beyer, having arrived, Consignees of Cargo are hereby informed that their goods, which have been landed and placed at their disposal in the bonded warehouse of the Hamburg Custom House, will be subject to payment of duties and charges on the 1st of May.

All claims will be admitted after the 1st of May, when the goods have left the warehouse, and all goods remaining in the warehouse after the 1st of May will be subject to payment of duties and charges on the 1st of May.

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NOTICE TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS, AND MANILA.

CONSIGNEES OF CARGO per Steamship MONGOLIA.

The above-mentioned vessel, having arrived, Consignees of Cargo are hereby informed that their goods, which have been landed and placed at their disposal in the bonded warehouse of the Hong Kong Custom House, will be subject to payment of duties and charges on the 1st of May.

All claims will be admitted after the 1st of May, when the goods have left the warehouse, and all goods remaining in the warehouse after the 1st of May will be subject to payment of duties and charges on the 1st of May.

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